

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Rumania

SUBJECT Cargo Data/Security Measures/Port Observations

PLACE ACQUIRED
(BY SOURCE)

DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.)

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SOURCE

The Office of Naval Intelligence, 6ND, in reports #223-54 and 225-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c) of NSCID #7.7

1. Cargo, Security Measures and Liberty

My ship arrived at Constanta, Rumania on 1 May '54 under charter to the Norwegian Government in ballast to load 13,000 tons of crude oil for Fredrikstad, Norway. A pilot and an armed soldier came aboard at point "A" noted on HO Chart # 4197 the vessel was moved to point "B" where a boarding party of about twelve (12) uniformed men, armed with small arms conducted a four hour search. The uniforms of the search party personnel were like the Soviet army wears. All cameras, binoculars, firearms, radio, radar, and foreign currency were sealed, and an undeclared UK five pound note was found in the possession of one crewman who was fined approximately US\$80 and the note confiscated. The search conducted on departure on 5 May '54 was even more thorough, and even though I didn't know what the search party was seeking I did not ask as I did not want to appear too inquisitive. While in port the crew was not granted liberty on the first day, but one-third of the men were permitted ashore on each day thereafter. Each crew member was thoroughly searched when leaving to go ashore but not upon his return, and all were required to return to the vessel by 2300 each night.

2. Port Information

The Soviet tanker Josif Stalin, 10,000 to 12,000 tons was observed being loaded at point "C" on the chart on several occasions while my vessel was in port. Each time the Josif Stalin would enter the basin to be loaded the amount of oil which was being provided to my vessel would be greatly reduced. It appeared to me that the Josif Stalin was being used exclusively for short voyages within the Black Sea. There were several old Liberty ships at point "D", the Rumanian

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yacht, King Carol at point "E", several tugs tied up at point "F", and naval vessels that I can't describe at point "G". The new Quay at point "H" was still under construction and progress appeared quite slow. The 40 ton crane at point "I" was knocked down and in the water, while the railroad tracks at point "J" had been cut in several places, and the buildings at point "K" were destroyed as was the Quay at point "L". The east breakwater at point "M" contained more buildings than are shown on the chart but the railroad tracks are not there. The Customs House at point "N" described as having previously been one of the finest buildings in Constanta was completely empty. I saw no new construction in the harbor which appeared to me to be in very poor condition. Wreckage and rubble were everywhere and only about one-half of the facilities were useable.

3. Observations in Constanta

Point "O" on the chart was recommended to me as the place to go for a meal and an evening out but its facilities were poor, no drinks or food were sold, and only a few old games were available. The people I encountered in Constanta were nice but avoided contact where possible since they were afraid to be seen with outsiders. The soldiers in the city were definitely unfriendly. I observed that there was plenty of money available but there was nothing to buy. The people wanted to purchase silk stockings, lipstick, fountain pens, or anything else and offered high prices for these items. Rationing was quite strict and extremely high prices prevailed for all items. While walking around the city I encountered no restricted areas, and the streets were dirty and littered. I saw a large number of military personnel about half army and half navy in the city.

4. Loading Facilities

The loading of my vessel was quite inefficient and slow. It took four days to load the 13,000 tons of crude oil while my ship was berthed on the north side of the quay in the new petroleum basin.

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LIBRARY SUBJECT AND AREA CODES
C-02-0615 10/54

756.541	60M
756.55	60M
756.545	60M
781.13	60M
756.543	60M

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